

ITEM NUMBER: 5f

21/00072/FUL	New dwelling	
Site Address:	5 Highbarns Hemel Hempstead Hertfordshire HP3 8AF	
Applicant/Agent:	Mr Abbas	Harry Dibden
Case Officer:	Colin Lecart	
Parish/Ward:	Nash Mills Parish Council	Nash Mills
Referral to Committee:	Objection received from parish council	

1. RECOMMENDATION

That planning permission be GRANTED.

2. SUMMARY

2.1 The proposal would result in the formation of a terrace set of properties on the site. However, this would be seen in close context with terraced properties across the road and therefore not appear incongruous within the context of the surrounding area. The proposed would not have an adverse impact on the residential amenity of either 5 Highbarns or the properties located along Pond Road by virtue of its positioning and separation distances. It is considered adequate parking provision would be provided and Hertfordshire Highways have no objection to the proposed new access.

3. SITE DESCRIPTION

3.1 The application site comprises a two storey semi-detached dwelling located along HighBarns, Hemel Hempstead. The property it sited on a corner plot on the junction between Highbarns and Pond Road. The southern side of the road, leading towards Chambersbury Lane, mainly consists of semi-detached properties. However, on northern end of the road, the site comprises of mainly terraced dwellings.

4. PROPOSAL

4.1 The application seeks permission for the construction of a new two storey dwelling within the existing side garden of number 5 Highbarns.

5. PLANNING HISTORY

Planning Applications (If Any):

Appeals (If Any):

6. CONSTRAINTS

CIL Zone: CIL3

Former Land Use (Risk Zone):

Highbarns Zone: Highbarns Inner Zone

Highbarns Zone: LSP Funding Application Area

Heathrow Safeguarding Zone: LHR Wind Turbine

Parish: Nash Mills CP

RAF Halton and Chenies Zone: Yellow (45.7m)

Residential Area (Town/Village): Residential Area in Town Village (Hemel Hempstead)

Residential Character Area: HCA19

Parking Standards: New Zone 3

Town: Hemel Hempstead

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (2021)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Core Strategy (2013):

NP1 - Supporting Development

CS1 - Distribution of Development

CS4 - The Towns and Large Villages

CS10 - Quality of Settlement Design

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

Local Plan (2004):

Policy 21 – Density of Residential Development

Policy 51 – Development and Transport Impacts

Policy 54 – Highway Design

Saved Appendix 3 – Design and Layout of Residential Areas

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2020)

Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;

The quality of design and impact on visual amenity;

The impact on residential amenity

The impact on highway safety and car parking.

Other material planning considerations (landscaping, Highbarns Inner Zone etc).

Principle of Development

9.2 Policy CS1 of the Dacorum Core Strategy (2013) states that Hemel Hempstead will be the focus for homes and Policy CS4 states that appropriate residential development within residential areas in the Towns and Large Villages is encouraged.

9.3 Policies 10 and 21 of the Local Plan (2001) and Section 11 of the NPPF (2021) all place an emphasis on making effective use of urban land.

9.4 The principle of the development in this location is therefore considered acceptable in principle.

Impact on the Surrounding Area

9.5 Policy CS11 of the Dacorum Core Strategy seeks to ensure that, amongst other things, new development respects the typical density in an area, preserves attractive streetscapes and protects and enhances significant views within character areas.

9.6 Policy CS12 of the Dacorum Core Strategy states that development should integrate with the streetscape character and respect adjoining properties in terms of: layout, security, site coverage, scale, height, bulk, materials, landscaping and amenity space.

9.7 Saved Appendix 3 of the Dacorum Local Plan states that the design of individual buildings should respect the overall street scene, and the finishing materials should be in keeping with those of the surrounding area.

9.8 The development would infill an area of side garden belonging to number 5 Highbarns which occupies a corner plot on the junction between Highbarns and Pond Road.

9.9 The area is defined by terraced and semi-detached properties of typical new town design. The proposed dwelling would be attached to number 5 Highbarns and comprise of the same plain, red brickwork design. The development would appear sympathetic to the design of 5 Highbarns and the surrounding development in the area. Therefore, no objection is raised with regards to the design of the proposal.

9.10 The dwelling would respect the front line established by number 5 Highbarns and be set in approximately 0.35m-0.45m from the boundary with Pond Road. This set in will assist in mitigating against any impact on Pond Road. Furthermore, the rising gradient of the road means that when viewed from the north east up Pond Road, the development would not appear unduly prominent.

9.11 5 Highbarns belongs to a semi-detached pair. The south eastern end of the street comprises mainly of semi-detached dwellings with regularly spacing between them. The development would result in the formation of a terrace on the site. However, the site is located on a section of the street where the semi-detached properties on the southern end of the road transition to terraced properties towards the north western end.

9.12 The development would be seen in close proximity to the existing terraces fronting onto Pond Road and those on Highbarns when approaching from both the south east and north west. In this context, it is considered that the property would not appear out of context within the surrounding area.

Impact on Residential Amenity

9.13 The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan and Policy CS12 of the Core Strategy, seek to ensure that new development does not result in detrimental impact upon the neighbouring properties and their amenity space.

9.14 The development would extend beyond the rear of 5 Highbarns by approximately 4m. However, the two storey element of the building would only extend beyond the rear build line of number 5 by approximately 2m. The single storey protrusion beyond this would measure approximately 3.4m in height reducing to approximately 2.52m towards the eaves. These dimensions are moderate and as a result it is considered that the protrusion from the rear of number 5 would have a significant impact on the outlook of this property.

9.15 Furthermore, the protrusion to the rear would be positioned north east of number 5's windows and therefore not have a significant impact on sunlight received by these fenestrations.

9.16 There is no side to front distance requirement contained within Saved Appendix 3 of the Local Plan (2004). The development would be positioned approximately 14-15m away from the nearest properties on Pond Road. It is considered this separation, combined with the absence of built form directly to the front or rear of the development site, would mean that the fenestrations of 1-5 Pond Road would have acceptable outlook in terms of vertical sky component from their windows. It is therefore considered that the proposed would not have a significant enclosing effect on the outlook from these properties.

9.17 There would be one first floor side facing window on the development which would face the properties on Pond Road. However, the distance referred to above would mitigate against any direct privacy issues and in this instance, the window would serve a landing where it is considered future occupiers would not be inhabiting this area for consistently long periods of time.

9.18 The dwelling would also be located northwest of these properties which would receive adequate levels of sunlight to their front fenestrations through the afternoon hours, with the rear fenestrations receiving some sunlight in the evening hours. Due to the orientation of the development to these dwellings, it is considered it would not have an adverse impact on light received by the neighbouring properties above and beyond the existing situation.

9.19 Number 5 Highbarns' overall garden depth would remain unchanged (approximately 11.28m). Whilst some of the existing rear garden would be lost to the new property, the overall portion of outdoor amenity space that would be allocated to the property is considered functional and thus acceptable, noting a retained depth of approximately 11.2m.

9.20 The development would have a rear garden depth of approximately 7.8m, which is below the 11.5m required by Saved Appendix 3 of the Local Plan. However, Saved Appendix 3 states that garden depths can be reduced in instances where properties are located in close proximity to other open land. In this case, the site is located a short distance from Long Deans to the west and Nash Mills Playground to the south. It is therefore considered that the rear garden depth is acceptable.

9.21 Overall, it is considered that the proposal would not have an adverse impact on the residential amenity of the surrounding properties in terms of loss of light, outlook or privacy.

Impact on Highway Safety and Parking

9.22 Policy CS12 of the Core Strategy states that on each site development should provide a safe and satisfactory means of access for all users.

9.23 Furthermore, Saved Policy 51 of the Local Plan (2004) states that the acceptability of all development proposals will always be assessed specifically in highway and traffic terms and should have no significant impact upon the nature, capacity and use of the highway network and its ability to accommodate the traffic generated by the development and the environmental and safety implications of the traffic generated by the development.

9.24 The proposed dwelling's parking area would be accessed via an existing dropped kerb. Two new parking spaces are proposed to the front of number 5 to serve this property. A new dropped kerb measuring 5.4m has been indicated and the Highway Officer has confirmed there would be no objection to this.

9.25 5 Highbarns is a three bedroom dwelling which would be served by two parking spaces post development. This would be an acceptable level of parking provision under the Parking Standards SPD (2020).

9.26 The development would be served by two parking spaces to the rear. One parking space is existing, with the existing garage to be demolished to make way for the second parking space. The proposed is indicated as a two bedroom dwelling. However, a third room marked as an office on the plans is considered to be of a size and in a location whereby it could reasonable be used as a bedroom. Thus, for the purposes of the parking provision assessment, the proposed would be considered a three bedroom dwelling. Nonetheless, under the Parking Standards SPD, two parking spaces for a three bedroom dwelling is considered sufficient.

9.27 Tandem parking would be provided for the new dwelling. It is recognised within the Parking Standards SPD (2020) that this can be appropriate if the bays are provided on plot and to be used by a single dwelling.

9.28 It is recognised that tandem spaces increase the likelihood of one vehicle parking on street to avoid obstructing the other. However, the site has been visited multiple times over the pandemic, whereby stay at home restrictions were in place. It is considered that from these visits, the immediate area (approximately 200m radius from the site) is not severely parking stressed whereby the potential parking of one vehicle on the street would result in a significant impact on the overall safety and operation of the highway.

9.29 Parking Stress does appear to be higher north east of the site up Pond Road towards Chambersbury Lane. However, on streets such as Highbarns and others such as East Green, it appears to be lower.

9.30 Nonetheless, for all intensive purposes the parking provision for the proposed dwelling complies with the SPD. Multiple site visits were undertaken during the lockdown period and it was considered that parking stress levels were not of a level whereby one vehicle potentially parking on street would result in significant impacts above and beyond the existing situation.

9.31 Details of electric vehicle charging provision will be secured by condition.

Other Material Planning Considerations

Impact on Trees and Landscaping

9.32 The development would not have an adverse impact on any trees of significant amenity value. As such, the trees and woodland officer had no objection to the proposal. Details of hard and soft landscaping would be secured by condition.

Waste Management

9.33 The proposed dwelling would have bin storage to the rear. A specific bin storage area has not been indicated for the existing property but it is likely bins for this property would be stored to the front of the dwelling. There is no objection to this considering that this appears to occur for a number of properties located on the street.

9.34 The carry distance for the bins would comply with the guidance set out within the Refuse Storage Guidance Note (2015).

Highbarns Inner Zone

9.35 The site is located within the Highbarns Inner Zone whereby subsidence issues in 2007 led to the council commissioning out significant remediation works to stabilise this area. The technical reports for these works can be found at <https://www.dacorum.gov.uk/home/planning-development/planning-history/highbarns-chalk-mines>

9.36 The, under treatment area number 3, outlines the works conducted near to numbers 5-15 Highbarns.

9.37 With the remediation of the Inner Area it is understood that any new development can be considered in the knowledge that the land has been stabilised.

9.38 The government advice is that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

9.39 Paragraph 183b of the NPPF (2021) states that after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990

9.40 If the developer is concerned about possible ground instability consideration should be given by the developer in commissioning the developer's own report.

9.41 With regards to the above, it is considered that the Highbarns area has been successfully remediated and cannot be considered contaminated/unstable land. The council has commissioned remediation works, the details of which are publicly available. Therefore, if the developer is concerned with stability issues, the onus would be on them to commission further reports with respect to this.

9.42 An informative will be attached to the permission, which draws attention to the Highbarns Inner Zone to the developer, should permission be granted.

Community Infrastructure Levy (CIL)

9.43 The application would be CIL liable if it is to be granted and implemented.

10. CONCLUSION

10.1 The proposal would result in the formation of a terrace set of properties on the site. However, this would be seen in close context with terraced properties across the road and therefore not appear incongruous within the context of the surrounding area. The proposed would not have an adverse impact on the residential amenity of either 5 Highbarns or the properties located along Pond Road by virtue of its positioning and separation distances.

10.2 Adequate parking provision would be provided for both 5 Highbarns and the proposed dwelling when assessed against the Car Parking Standards SPD (2020). Tandem parking is proposed for the new unit but these would be on plot for the use of the same dwelling and therefore is not considered inappropriate. It is recognised that tandem parking increases the likelihood of one vehicle parking on street. However, the surrounding area does not appear to exhibit significant levels of car parking stress where one vehicle potentially parking on street would have a serious impact on the safety and operation of the adjacent highway.

11. RECOMMENDATION

11.1 That planning permission be GRANTED.

Condition(s) and Reason(s):

1. **The development hereby permitted shall begin before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. **The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**

OAK-0124 Rev D (Received 17.08.2021)

Reason: For the avoidance of doubt and in the interests of proper planning.

3. **The development hereby permitted shall be constructed in accordance with the materials specified on the application form.**

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

4. **No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:**

- all external hard surfaces within the site;
- other surfacing materials;
- means of enclosure;
- soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs;
- minor artefacts and structures (e.g. furniture, play equipment, signs, refuse or other storage units, etc.); and
- retained historic landscape features and proposals for restoration, where relevant.

The planting must be carried out within one planting season of completing the development.

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a similar species, size and maturity.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

5. **Prior to the first use of the development hereby permitted arrangement shall be made for surface water to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.**

Reason: To avoid the carriage of extraneous material or surface water onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018), Policy CS12 of the Dacorum Core Strategy (2013), and Saved Policy 54 of the Dacorum Local Plan (2004).

6. **Prior to occupation of the development hereby approved, full details of the layout and siting of Electric Vehicle Charging Points and any associated infrastructure shall be submitted to and approved in writing by the local planning authority. The development shall not be occupied until these measures have been provided and these measures shall thereafter be retained fully in accordance with the approved details.**

Reason: To ensure that adequate provision is made for the charging of electric vehicles in accordance with Policies CS8, CS12 and CS29 of the Dacorum Borough Core Strategy (2013) and the Car Parking Standards Supplementary Planning Document (2020).

Informatives:

1. The site is located within the High Barns Inner Area. The government advice is that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. If the developer is concerned about possible ground instability consideration should be given by the developer in commissioning the developer's own report

2. **Waste Comments**
With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.
<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

3. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.
4. It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.
5. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Trees & Woodlands	According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. I have examined the information and have no objections to the application being approved in full.
Hertfordshire Highways (HCC)	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:</p> <p>1) The proposals and drawings lack enough information illustrating how</p>

vehicle parking in P1, P2 and P3 for No 5 in drawing Oak-0124 will access the highway and as such could endanger the safety of pedestrians due to vehicles crossing the footway. This would be contrary to policy 1 and 5 within Hertfordshire's Local Transport Plan (adopted 2018) whereby more information would be needed to illustrate this is not the case.

Comments

The proposal is for a new build dwelling at 5 Highbarns, Hemel Hempstead. Highbarns is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense. The location includes existing parking on Pond Lane which includes a small hardstanding and an existing garage. This is deemed to be used for the new dwelling. HCC as Highway Authority has considered that the proposals are not acceptable and would recommend that the application be refused for the following reasons:

The proposal is for a new build dwelling at 5 Highbarns, Hemel Hempstead. Highbarns is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense. The location includes existing parking on Pond Lane which includes a small hardstanding and an existing garage. This is deemed to be used for the new dwelling.

HCC as Highway Authority has considered that the proposals are not acceptable and would recommend that the application be refused for the following reasons:

The additional parking for the front of the existing dwelling as seen in the proposal and noted in the planning application form, has not indicated if there is an existing dropped kerb or a new dropped kerb is required. Therefore, HCC Highways is unsure of how vehicles will access these parking spaces from the highway network.

The plans lack enough information to warrant a recommendation for a grant owing to the lack of information provided concerning the requirement for a access to the highway concerning the 3 new parking spaces as noted in the application form.

The planning application clearly states in section 8, that no new access is required. However, as stated previously there is a need for a new access if the parking on the proposed plans is obtainable in terms of the 3 new parking spaces illustrated on drawing OAK- 0124 and section 9 in the application form.

	<p>The applicant has not illustrated the location of bin storage for the property and its collection point which is recommended in an application to investigate the impact of refuse vehicles stopping to collect waste.</p> <p>17.08.2021:</p> <p>The dropped kerb indicated is 5.4m in width and therefore acceptable.</p>
Thames Water	<p>Waste Comments</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure</p>

	<p>capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.</p>
Hertfordshire Property Services (HCC)	<p>Hertfordshire County Council's Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within your CIL zone and does not fall within any of the CIL Reg123 exclusions.</p> <p>Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.</p> <p>We therefore have no further comment on behalf of these services, although you may be contacted separately from our Highways Department.</p> <p>Please note this does not cover the provision of fire hydrants and we may contact you separately regarding a specific and demonstrated need in respect of that provision.</p> <p>I trust the above is of assistance if you require any further information please contact the Growth & Infrastructure Unit.</p>
National Air Traffic Services	<p>The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.</p> <p>However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.</p> <p>If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory</p>

	<p>consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.</p>
<p>Parish/Town Council</p>	<p>Objection</p> <p>' CS11 (a)-Density Overdevelopment (tapered site)</p> <p>' CS12 (a,b,c,f,g) New drop kerb proximity to junction unsafe No safe and satisfactory means of access to new parking provision</p> <p>' Does amenity space comply with DBC minimum specification? ' Parking Standards SPD-does not comply. Parking spaces-is the existing garage being demolished if not is it an appropriate size in line with the parking standards. There is no provision for an electric charging point to the new development.</p> <p>' Tandem parking suggested. This is not supported in the adopted standards if there are consequences for additional parking on the highway. NMPC have grave concerns whether the locality could support any additional parking on the highway-this is an item that NMPC are currently addressing as a major concern of our residents.</p> <p>Tandem Parking 8.5 Tandem (in-line) parking generally means that the provision of two parking places one after another, configured like a single, double-length perpendicular parking place. Tandem parking is inconvenient, and both spaces may not be used at all times. It should not be used for unallocated, off-plot spaces; however, it may be appropriate for spaces on-plot within the curtilage of the dwelling or commercial property if for use by the same property/dwelling and if an additional vehicle parking on the highway would not have unacceptable consequences. Consequently, the presumption is for tandem spaces counting as part of the parking provision if on-plot provided they are allocated spaces.</p> <p>Other matters Due to the historic chalk mines issues NMPC would like to request that the applicant obtains a ground stability report. Consideration should be given to the impact on drainage and surface water run off caused by the repairs to the foundations in this locality.</p> <p>It is unclear whether the plans are for a large study or whether this could be intended to change post approval to a bedroom. NMPC are concerned that detailing an upstairs room just as a study (even though it</p>

	<p>is large enough to comfortably be used as a bedroom) may lead to the incorrect application of the parking standards.</p> <p>The application states that there are 5 parking spaces-this could be misleading as there is in fact 3 for the existing property (which will require a new drop kerb being approved very close to the junction) and 2 for the new property, which depending on the actual habitation of the new property may not comply with the standards.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>The proposed development is on a site that does not appear to have a potentially contaminative land use history and the application is for a development that will not result in an increase in vulnerability of the end use to the presence of ground contamination. However, it will involve significant ground works on a previously developed site so it is recommended that the following informatives are included in the decision notice.</p> <p>Contaminated Land Informative 1: In the event that ground contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended until a remediation method statement has been agreed. This is because the safe development and secure occupancy of the site lies with the developer.</p> <p>Contaminated Land Informative 2: Materials or conditions that may be encountered at the site and which could indicate the presence of contamination include, but are not limited to: Soils that are malodorous, for example a fuel odour or solvent-type odour, discoloured soils, soils containing man-made objects such as paint cans, oil/chemical drums, vehicle or machinery parts etc., or fragments of asbestos or potentially asbestos containing materials. If any other material is encountered that causes doubt, or which is significantly different from the expected ground conditions advice should be sought.</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support

13	1	0	1	0
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Neighbour Responses

Address	Comments
11 Pond Road Hemel Hempstead Hertfordshire HP3 8BA	<p>I live opposite this plan and can see it causing lots of disruption, every single space in Nash mills people are building to make money, this will spoil the outlook and cause lots of noise to pond road. it is being built on a previous sink hole, do the builders know this? I am quite surprised that they would even attempt it, seeing as the whole area had collapsed. there will be no space to breathe here soon, whilst the owners swan off to the countryside in peace leaving others to deal with the build, building in nash needs to stop, I have lived here 25 years and we are being hemmed in. please check if it's even safe to build as there has been another sink hole appearing near this plan a month ago. we have had 7 years of sink hole disruption in this area.</p>